

To-day's
Advertisements.

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!

LAST NIGHT OF

MESSRS. DALLAS AND MUSGRAVES
DRAMATIC COMPANY.

IN

WILSON BARRETT'S GREAT MASTERPIECE

"THE SIGN OF THE CROSS."

(SATURDAY, April 1st), Grand Production of

GREAT ADELPHI NAUTICAL DRAMA

"THE HARBOUR LIGHTS."

PRICES:—\$3, \$2 and \$1.

Box Plan at the ROBINSON PLANO CO.

Soldiers and Sailors, (in Uniform), Half-price,

to Back Seats only.

W. H. BROWN,

Business Manager.

Hongkong, 30th March, 1899. [424a]

ONLY FOR A SHORT SEASON.

FIRST TIME IN HONGKONG.

SIMONDS GRAND MUSEUM.

THE BEST AMUSEMENTS FOR FAMILIES

And

WAX WORK EXHIBITION,

OPPOSITE HONGKONG HOTEL.

A GRAND MARVELOUS, Magnificent

and Extraordinary Show, which was never seen

before in Hongkong.

ALL LIFE-SIZE MOVING WAX-FIGURES

Made by the most clever and best Artists of

Europe.

PRICE OF ADMISSION, 50 cents.

SAILORS AND SOLDIERS IN UNIFORM,

HALF-PRICE.

CHILDREN, UNDER 10 YEARS 25 cents.

REDUCTION GIVEN TO SCHOLARS.

Open every day from 9 A.M. to 11 P.M.

Except SUNDAY.

PROFESSOR A. W. SIMONS,

Proprietor.

Don't lose this Opportunity.

Hongkong, 30th March, 1899. [413a]

LAST NIGHT AND

VICE-REGAL NIGHT, THURSDAY

NIGHT.

Under the Distinguished Patronage of

HIS EXCELLENCY SIR HENRY BLAKE,

K.C.M.G.

MAJOR-GENERAL C. G. GASCOIGNE, C.M.G.

AND OFFICERS.

WARREN'S CIRCUS.

A Suber Programme will cap the Climax of

this Pre-Eminent Success during which

MR. WILL MARLOW, of H.M.S. *Narcissus*

will render in his inimitable, rollicking

style, the following Comic Specialities

"A CURIOSITY"

"MOG TROTTER"

"ON THE SAME OLD SPOT."

W. PFLEUGER,

Press Representative.

Hongkong, 30th March, 1899. [413a]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above

LODGE will be held in the FREEMAN'S

HALL, Zetland Street, TO-NIGHT, the

30th inst., at 8.30 for 9 p.m. precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 24th March, 1899. [405a]

NOTICE.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES

is permitted by the Courtesy of the Manager

of the "Hongkong Telegraph" to present to

readers the THIRTY-NINTH ANNUAL

REPORT for the year ending December 31st,

1898.

ASSETS \$53,826,937

LIABILITIES TO POLICY

HOLDERS and

OTHERS 41,887,752

SURPLUS \$11,939,685

SURPLUS means SECURITY and in this

respect the EQUITABLE is what it claims to

be.

THE STRONGEST COMPANY IN THE

WORLD.

Hongkong, 30th March, 1899. [446a]

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

By Permission of H.E. the GOVERNOR

the above SPORTS will be held in the

HAPPY VALLEY, on SATURDAY, 1st April.

W. S. BAILEY,

Acting Hon. Secretary.

Hongkong, 30th March, 1899.

ATHLETIC SPORTS.

THE COMMITTEE of the VICTORIA RE-

CREATION CLUB cordially invite the

LADIES of HONGKONG to the ATHLE-

TIC SPORTS to be held on the HONGKONG

FOOTBALL CLUB Ground, on SATURDAY,

the 1st April.

1st RACE 1 P.M. SHARP.

Hongkong, 30th March, 1899. [452a]

NOTICE.

MR. FRANCIS MAITLAND is admitted

a PARTNER in our FIRM from the

1st April, 1898.

Linstead & Davis.

Hongkong, 30th March, 1899. [446a]

NOTICE.

WE have this day admitted MR. EDWARD

SHELLIM as PARTNER in our FIRM

in Hongkong.

MR. A. HOWARD has been authorized to

SIGN our FIRM per procuration from this

date.

DAVID SASSOON & Co.

Hongkong, 31st March, 1899. [449a]

To-day's
Advertisements.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above

SATURDAY, the 1st April, at 1 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th March, 1899. [445a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above

Ports, on SUNDAY, the 2nd April, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 30th March, 1899. [447a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain E. Waltersdorf, will leave for the above

Ports, on or about WEDNESDAY, the 5th

April.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 30th March, 1899. [451a]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ-HENRICH,"

Captain O. Cupper, due here with the outward

German Mail about the 4th April, will leave

for the above place about 48 hours after

arrival.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 30th March, 1899. [451a]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"LIV,"

will be despatched for the above port, on or

about the 15th April.

To be followed by the

S.S. "UNDAUNTED,"

Sailing about the 10th May.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 30th March, 1899. [450a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

From Madras, ex S.S. *Lafayette*.

Goods not cleared by the 5th April, at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 30th March, 1899. [45]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING" are hereby notified

that their Goods are being landed and stored

at their risks in the Company's Godowns at

Wanchai, from whence delivery may be ob-

tained on counter-signature of Bills of Lading.

Goods remaining unclaimed after the 28th

instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,

Agent.

Hongkong, 30th March, 1899. [45]

Intimation.

A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality,

Red Capsule \$14.40

C.—FINE OLD VINTAGE, su-

perior quality, Black

enl Capsule..... 16.20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 30, 1899.

NOTES AND COMMENTS.

In a recent issue of this paper we gave an

account of a dinner given by certain

Japanese gentlemen to some Filipino

gentlemen who have gone to Japan with

the avowed intention of striving to gain

the recognition of Japan for the Filipino

Republic. We now learn from the

Philippine Junta in Hongkong, that the

Filipino gentlemen in question had no

authority from their Government to under-

take any mission whatsoever and are

consequently acting entirely upon their own

initiative. Doubtless they are actua-

lized by the best of motives in thus striving

to gain recognition as belligerents for their

countrymen from a Power which carries a

certain amount of weight in Far Eastern

affairs, but at the same time it must be

remembered that those who interfere without

invitation frequently do more harm than

good, and we fancy that they would have

done better to have let matters alone until

they had obtained the consent of AGUINALDO

to conduct their mission.

Talking of missions we are reminded that

we are still without news of any proceedings

on the part of the American Commission,

which left here some time ago for Manila,

with the intention of enquiring into the

"Philippine question." On their departure from

Hongkong we remarked that it was difficult

to understand what good could be done by

the Commission in the present state of affairs

and that unless a cessation of hostilities could

be arranged for while matters were discussed

we could not see how a fair estimate of the

Philippines, and their fitness or otherwise for

self government, could be arrived at. To this

opinion we still adhere, for it goes without say-

ing that both sides of a question must be heard

before an unbiased opinion can be given on

its merits. As matters now stand in the

Philippines we do not see how the Commis-

sioners can possibly get at the Philippine side

of the question. They can, it is true, see

for themselves the state of affairs in the very

circumscribed area held around Manila by

the American troops, but they certainly can-

not form any opinion upon the whole of

Luzon, or upon the whole of even one pro-

vince, by so doing. One might just as well

send a Commission to Tiam to enquire into

the sanitary condition of Canton.

The Commission can certainly examine

any Philippines that they may happen to

meet with in Manila, but from them they

will only get a very one-sided view of the

matter, which will naturally tend towards the

American side of the question. But every

day that the war against the Philippines con-

tinues the hope of a peaceable and amicable

settlement of the questions at issue grows

more and more slender. In an article upon

"Victory and its Effects" the *San Francisco**Chronicle* of 15th ulto, says:—

"It is a pity from this point of view that Ad-

THE HONGKONG VOLUNTEERS.

His Excellency Major-General Gascoigne held his annual inspection of the Hongkong Volunteers yesterday afternoon. The parade, which was an exceptionally large one, was formed up on the guns, ready for inspection at 2 p.m. H.E. The Governor, who was wearing the uniform of the regiment with the sash and order St. Michael and St. George, marched down with the Volunteers from their private parade ground.

On the General's arrival on the military parade ground he was met by H.E. the Governor and on approaching the parade, a general salute was given by the order of Sir John Carrington. Without loss of time the staff started on their tour of inspection, at the conclusion of which the General was heard to compliment Sir John on the steadiness displayed by the men in the ranks. The troops then marched past their Excellencies and, after a few simple field movements, were formed up for the purpose of hearing that General Gascoigne had to say as regards their military capabilities. He was exceptionally well pleased with the smartness displayed by the men and more than that he was pleased that there were so few absences. He was talking beyond the men, he was addressing their employers. The volunteers of Hongkong were not for ornament, nor were they only for drill but were reckoned as one of the defences of the island. By these inspections the officer commanding could see what a regiment was, what were its weak points, and so it was absolutely necessary that every man should be present. His Excellency the Governor had conferred a great honour on them by accepting the colonelcy of the corps, and he hoped that they would appreciate it. He did not ask them very often to come as he well knew the difficulties that stood in the way of their getting away from business, but when he did ask them he would expect the men to respond to the call. He was sure that His Excellency their Colonel also held the same opinions; he must again compliment them on their good soldier-like appearance and performance.

The parade was then marched back to their parade ground, where, before dismissal His Excellency said he would like to say a few words. This was the first time that the colonel had been able to be present with them on a parade, and he gave him great pleasure to hear the complimentary remarks of the General, but he wished to speak to them in confidence, there was no General there now. He was proud of being their colonel, but he wanted to be the colonel of a thoroughly efficient regiment, the parade that day showed who were the thoroughly trained men and who were not, he would ask the men who were not efficient to use their best endeavours to become so, as one incompetent man in a line of men might be the means of rendering the services of his gun quite useless. He had that day been studying the ordinances concerning the volunteers and he did, and intended to still take greater interest in them, he saw no reason why the young men of this colony should not form one of the finest volunteer regiments in the British Empire. He wished the corps every success.

Major Sir John Carrington, on behalf of himself, the officers and men of the Hongkong Volunteers, thanked His Excellency for the honour he had conferred upon them and asked the men to show their appreciation of it, by giving His Excellency three hearty cheers, which were given with true British vigour, and followed by a "V." Col. Malinwaring and Battalion Royal Welsh Fusiliers, they all knew that officer, he belonged to a very distinguished regiment and he also took great interest in volunteers, and he hoped that when he came back that he would find them even smarter than what they were then. The next thing was the adjutant, Capt. Gordon, R.A., had been with them for nearly four years and a half and there was no man present on that parade but must feel sorry to hear that he had been ordered home for the sake of his health, and that the Governor had thought it expedient for him to resign the appointment of being their adjutant. He only hoped that when Capt. Gordon came back that he would be known as he always had been, as their friend. Lastly he had to speak about his own going, he was sorry to leave them, as he felt proud of them, but they must remember that up till now they had always had civilian commanding officers, now they were to be honoured by having a regular soldier as their commandant and he hoped they would prove worthy of the honours they had so lately received. He would ask the men to give the adjutant a hearty farewell and also to drink to the gallant Captain's health at his expense. Major Johnson, of the 5th Canadian Artillery Militia, also asked leave to say a few words, and, on gaining the required permission, said that he thanked the members of the Hongkong Volunteers, officers and men for the kind way in which they had treated him during his stay in Hongkong. While he was travelling around he saw many volunteers, and it made him think that seeing the same uniform in the different British colonies caused a feeling of brotherhood. His corps was known as the "fighting fifth" and if any one of them was in trouble in Hongkong we could depend upon a thousand of them coming at short notice to assist their brothers here. He had seen many inspections and only hoped that his regiment would bear themselves as creditably as the Hongkong Volunteers had done that day.

The parade was then dismissed and adjourned to the building, where refreshments were provided to drink the health of Captain Gordon, R.A., Major Johnson, who mounted a table, speaking on behalf of the officers and men, said how sorry they all were at the loss of Major Carrington, even though it was only for a short time. He called for three cheers for their commandant who were heartily accorded by all present.

Their Excellencies Sir Henry Blake, G.C.M.G., and General Gascoigne, together with the principal officers of the Garrison were entertained at dinner in the Headquarters office, by Sir John Carrington and his officers. In the evening a speaking concert for all members was given in the recreation room, for the purpose of wishing their extremely popular commandant a pleasant trip and a happy return amongst them. The Governor and General Mr. T. Jackson, Hon. H. T. Whitehead and J. J. Bell, Irving, and Mr. W. P. Pote, were present and the Governor and General again impressed upon their hearers the importance of the volunteer movement, especially in a colony situated as Hongkong. A very successful programme was carried through, the following gentlemen taking part:

Col. Malinwaring, R. W. Fusiliers, Captain Lawson, Maxims, Gunners Brown and Benley and Mr. Giesar, B. S. M. Duncan and Gunner Farrer were present.

There were present on the parade—Staff, four officers and one non-commissioned officer.

BATTLESHIPS' MEAT STORE.

Field Battery, three officers and 89 non-commissioned officers and men. Machine Gun Company, three officers, 34 non-commissioned officers and men and two signallers. This, with the two sergeant-instructors, gives a total of 124.

WHAT THE "OREGON" AND "IOWA" TOOK WITH THEM WHEN THEY SAILED.

(National Provisioner.)

The following reference to refrigerated meat cargoes has a very direct bearing upon the proposals of the Queensland Meat Exportation Company to the Tanjong Pagar Dock Company. We (S. F. Press) understand that no definite arrangement has yet been entered into, but it is a matter that it would require some ingenuity to discover any reasons for hesitating over—that is from a business point of view; for that there is money in it is quite certain.

Before leaving New York there were put into the hold of the *Celtic*, the refrigerator ship which is accompanying the *Oregon* and the *Iowa* to Manila, 25,000 pounds of fresh frozen beef, 25,000 pounds of fresh frozen mutton, and 25,000 pounds of vegetables. These supplies are so arranged that the battleships can at any time take from the cargo whatever meat and vegetables are needed for the mess during the long voyage to the Philippines.

The stores were placed on board for the use of the fleet's men. Such a thing is unparalleled and unheard of in naval history. And it has been left to this government and to one of the greatest packing companies to store up and send with a fleet on the longest voyage on record a ship loaded with fresh supplies from which the officers and crew can be fed the same as on land in any climate.

Besides being novel in naval history, it is a new departure in the meat trade. The meat was specially gotten up for this shipment. It was seen in cheesecloth, frozen in Chicago, and brought from there to New York, in refrigerator cars in a frozen state. To thus maintain carcasses of beef in a frozen state during so long a 'freight journey' is a big undertaking in itself. It is seldom attempted by the largest and best equipped companies even for a shorter distance. The cargo was loaded in a frozen state, and will be kept at a frigid temperature until it is consumed or the residue landed at Manila.

Before the ships, after touching at Honolulu, reach their destination the store ship *Celtic* will have performed the most wonderful voyage in the world's history in the meat line. She will reach Manila in her hold and through all climates a cargo of frozen fresh meats over the longest voyage of a meat ship in existence. She will have demonstrated the limitless possibilities of refrigeration and of nautical cold storage for distributing the world's surplus meats and provisions to those climes and peoples who require them.

A REMARKABLE DISCOVERY.

M. Jaubert, a chemist formerly attached to the *French Medical Journal*, discovered in substance which, when used in proper proportion, succeeded in removing from the air of a closed chamber the carbonic acid, watery vapour, and other irrespirable products produced by a living animal enclosed in the chamber, while at the same time giving out "automatically" in exchange the mathematically exact quantity of oxygen required.

Two experiments were made by Dr. Labordet, the one on a guinea-pig under a bell jar, the other on M. Jaubert's brother who wore a tightly-fitting respiratory mask. The nature of the substance is not mentioned, the only indication being that it is the lightest "reservoir" of oxygen in existence.

We are told that the research has been in progress since May last, with the approval and assistance of the French Ministry of Marine, which was interested in M. Jaubert's scheme because it promised to be useful in submarine boats and in diving-bells. It is stated that three or four kilograms of this substance is enough to keep a healthy adult alive for twenty-four hours in a space hermetically closed.

A NEW SYSTEM OF GUN PRACTICE.

A commendable desire to increase the gunnery efficiency of the crews serving under them is being evinced by the admirals commanding British fleets.

Rear-Admiral Harris, Commander-in-Chief of the Cape and West African Station, took the lead in this movement, and his latest follower is the distinguished officer who preceded him in the Cape command. The first important thing done by Vice-Admiral Sir H. H. Rawson since taking up command of the Channel Squadron has been to inaugurate a system of practice, which shows that he is determined to bring the marksmanship of the fleet up to the highest possible standard of efficiency.

Instead of letting the ships of the Squadron lie idle at Portland, Vice-Admiral Rawson took them into Torbay recently for a couple of days' drill, and showed that he places a high value upon the gunnery skill of the crews. Target practice was carried out every morning, every ship towing a target and the squadron firing at it in such a way that the ships were enabled to fire at the targets towed by one another. This is a familiar manoeuvre in the Mediterranean Fleet when the ships are at short-range practice, and has been often carried out in the Reserve fleet. Aiming tubes were fixed in the guns—a proceeding equivalent to fitting a Morris tube in a rifle—and an officer was told off to supervise and instruct the work of each gun. He had to see that the men fired coolly and took good aim, and to impress upon them the necessity of keeping up a careful, steady fire. In addition, the officer had to note each man's ability at his work. Practice of this systematic nature will do much to increase the skill of the guns' crews, but the British bluejacket is by no means the indifferent shot some would make him out to be. In past years the unreliable nature of the rangefinders was a drawback, but this has now been practically got over by the adoption of a new instrument. Every man cannot be made into a skilled gunner. A considerable amount of natural gift is required, and it is to be discovered in the men who possess this that notes are being made of the Channel Squadron's performances.

The best marksmen are made captains of guns, and they are responsible for putting the projectile on its target. The other men simply do the labourer's work around the gun. Should the captain be disabled, there are a couple of qualified men in reserve, while all the members of a gun crew are trained gunners, though they may not be expert marksmen.

In short, our system of training and arranging guns' crews has been extensively copied, which is very good testimony to its value. Daily Mail.

Col. Malinwaring, R. W. Fusiliers, Captain Lawson, Maxims, Gunners Brown and Benley and Mr. Giesar, B. S. M. Duncan and Gunner Farrer were present.

There were present on the parade—Staff, four officers and one non-commissioned officer.

THE PLAGUE.

At the meeting of the Hongkong Sanitary Board this afternoon plague returns from Bombay from the period 14th to 27th February, were submitted. On the last date 120 cases were reported and 22 deaths.

A telegram, dated March 16th, was submitted reporting cases of plague found at Howrah, near Calcutta.

A telegram, dated March 24th, was submitted reporting an outbreak of plague at Sarau district, Bengal.

THE WAR AND THE CANAL.

SAN FRANCISCO, Feb. 17th.

When the *Chronicle* took ground against a declaration of war upon Spain in a series of articles which appeared last spring it pointed out the danger that military expenses would become so great that schemes of domestic improvement and commercial expansion, naming the Nicaragua canal as one, would have to be set aside. The prophecy is now being realized. Although our revenues are vastly greater than they were, the country is so burdened that it faces a deficit which is not expedient to increase, either by the passage of the Nicaragua canal bill or the bill for the revival of American shipping. We must have an \$8,000,000 Army and an imperial Navy, but we cannot have the agencies of thrift and peace which the commercial interests of the country need and have long been calling upon the Government to provide. Armies must come while the canal waits; our vessels of war must increase until we rank third as a naval power, but the flag must wait in vain for the merchant ships that will carry it to teeming millions.

The country begins to see for itself what war brings. The *Chronicle's* opinion last spring that a Nicaragua canal would be worth more to us than anything a successful war could dover us with, has not changed a hair's breadth. War has piled up our expenses, increased our dangers, led still another war, instilled jealousy of our progress in European minds and created an issue that may end, for all anybody knows, in our losing the richest gains of conquest. So much for war. As for peace, it might by this time have made the Nicaragua canal and an expanded commerce practicable. But, unfortunately, the House of Representatives, in its incumbent upon Congress and the American people to do their best to repair the errors of the past by getting as rapidly as they can upon the old peace basis. If our new territories can be had peacefully and made to pay their own way, well and good. If not, we do not conceive it to be our duty to forever shelter the Nicaragua project and the commercial subsidy bill and all the other things that count for the best progress simply to nourish military aspiration. Better be a Western power in peace and plenty than a world's power in war. Nevertheless, it ought to be practicable to reach the best status of both. We shall be able on the one hand to control our new possessions with a policy of justice and to retain our revenues for a policy of commercial gain. We believe it can be done. But in the meantime, as it appears, we are to be forced to see measures of the utmost national utility put on the shelf. *Chronicle.*

THE AMERICAN ENGINES FOR THE MIDLAND.

WHY THEY WERE ORDERED.

At the half-yearly meeting of the Midland Railway Company held at Derby recently, the chairman, Sir Ernest Paget, referred to the orders for locomotives that had been placed in America. The directors, he said, would have much preferred to purchase home-made goods, whether engines or anything else, if it had been possible. The question of cost did not enter into their calculations when they asked for tenders from across the water. Their train mileage was rapidly increasing—it had increased during the past year by two million miles—and for years past the locomotive superintendent had been impressing the fact upon them that they worked their engines too hard. If Mr. Johnson had his own way he would have only about 75 per cent of the engines in steam, whereas now they had as many as 90 per cent. At present they had as many as 170 engines ordered in England. The orders committed in December, 1897, the first engines were to be delivered in July, 1898, and then they were to be delivered at 50 many per month. If that delivery had gone on properly they would now have had forty-eight of these engines. As a matter of fact, they had not received one. The last order they gave was in December, 1898, for twenty engines at a very large cost, ("Shame.") This order would not be completed until May 1900, ("Oh.")

New engines were a necessity to them, said Sir Ernest, so they decided to order tenders from two firms in America, the Baldwin and the Schenectady. They received offers in the one case to supply ten engines within ten weeks of the receipt of the drawings, and in the other shipment of ten in four months. So that while they could not get an engine promised in England in fifteen months, they could get twenty from America in four. He did not think the directors needed further justification. (Hear, hear.) Being of this opinion, they had doubled their order to one of the firms. The engines ordered would be of the type known in America as the Mogul. They would be essentially American engines, with certain modifications and alterations, and it would be interesting to see them running by the side of the English engines. They were determined that the new engines should have fair play from beginning to end. (Hear, hear.) *P. M. Gazette.*

QUEEN VICTORIA'S YACHT.

The new royal yacht for the Queen of England was commenced on December 23rd, 1897, when the first keel plate was laid at the Government dockyard at Pembroke. The name for the new yacht has not been chosen as yet, and the Admiralty have not until recently, given out any particulars of the new vessel; but now, however, they have done so. The new yacht will be 380 feet long; her beam is 45 feet; the draught is to be 18 feet, and her displacement is to be 4,600 tons. It will be seen this yacht is much larger than W. K. Vanderbilt's yacht *Valiant*. The new royal yacht is as large as the cruiser *Baltimore*, larger than the *Albatross*, the German Emperor's yacht. The latter boat is really nothing more than a cruiser with apartments for the Emperor. The new royal yacht will be a yacht pure and simple. The hull is to be of steel, sheathed with wood and covered with copper. She will have three funnels and two masts; her twin screws will be driven by triple-expansion engines; steam will be supplied by eighteen Belleville boilers, which will work at a pressure of 300 pounds, which will be reduced at the engines to 250. It is expected that the yacht will be driven at a speed of 20 knots an hour, with the engine making 140 revolutions a minute. It is expected that the new vessel will cost in round numbers about \$1,500,000.

NOT A D A.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer 30.059

Thermometer 62.0

Humidity 85.0

Rainfall 4.08

TO-DAY.

On date at On date at

Barometer 29.07 29.05

Thermometer 72 68

Humidity 83 73

Rainfall — —

TO-DAY.

Thursday, 30th March, 1899.

Chinese—1st of 2nd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 0min.

Sets 5hr. 55min.

High water—Morning 10hr. 10min.

Afternoon 11hr. 15min.

Low water—Morning 4hr. 10min.

Afternoon 5hr. 15min.

ANNIVERSARIES.

1814—British troops entered Paris.

1850—Peace with Russia.

1874—Abolition of coolie trade at Macao.

1883—Inauguration of New British Consulate at Shanghai.

1896—The Japanese flag hoisted over new settlement at Soochow.

TO-MORROW.

GOOD FRIDAY.

Friday, 31st March, 1899.

Chinese—20th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 0min.

Sets 5hr. 55min.

High water—Morning 10hr. 40min.

Afternoon none.

Low water—Morning 4hr. 30min.

Afternoon 5hr. 30min.

ANNIVERSARIES.

1806—Slave Trade abolished.

1874—Coolie traffic abolished.

1890—Arrival of Duke and Duchess of Connaught at Hongkong.

1896—Li Hung Chang refused to land at Hongkong. Two European children developed symptoms of plague.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Raffles) to-morrow.

Indian (Koh-nur) 1st prox.

German (Prinz Heinrich) 4th prox.

Australian (Guthrie) 4th prox.

American (Gaelic) 7th prox.

American (Hongkong Maru) 14th prox.

Canadian (Empress of India) 19th prox.

American (China) 22nd prox.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, left Vancouver for Hongkong via usual ports of call yesterday morning, the 29th instant.

THE O. & S. S. Co.'s steamer *Gaelic* with mails, etc., from San Francisco to the 6th inst., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai, this morning, the 30th inst.

THE Imperial German Mail Liner *Prinz Heinrich* carrying the German mails with dates from Berlin of the 6th inst., left Singapore for this port at 8 a.m. to-day, the 30th, and may be expected here on or about Tuesday, the 4th proximo.

HONGKONG AND WHAMPOA DOCK RETURNS.

At Kowloon Dock.

Isle de Cuba at Kowloon Dock.

Isle de Luzon " "

Hu " "

M.S. Repole " "

Das Hermann " "

Kaipan " "

Henry Failing " "

Empress of China " "

Sultang " "

D. Juan d'Austria Cosmopolitan "

Pha Chon Kiao " "

Chitlagang Aberdeen "

Petrarch " "

PASSED THE CANAL.

Outward—28th February *Candia*, 3rd Mar.

Marquis Baccouche, *Lielwold*, *Kara*, *Portigera*, 7th March *Afridi*, *Orestes*, *Catania*, *Savola*, 10th March *Benalder*, *Glenhiel*, *Undaunted*, 14th March *Java*, *Prinz Heinrich*, *Ask*, 17th March *Glaucius*, 21st March *Macduff*, *Salasie*.

Homeward—17th March *Socotra*, 21st Mar.

Jndrani

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—[Advt.]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. [18] Hongkong, 28th May, 1895.

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE.

FRIDAY, the 1st instant, being GOOD FRIDAY, the EXTRAORDINARY GENERAL MEETING of the above Named Company called for the day, is POSTPONED till SATURDAY, the 1st April, 1899, at 12 o'clock, NOON.

SHEWAN, TOMES & Co., General Managers. [421a] Hongkong, 30th March, 1899.

WANTED.

NURSE to go with a SHANGHAI FAMILY from Shanghai to England via Vancouver per best Canadian Pacific Mail Steamer. Apply immediately to MRS. JACKSON, 30 John's Place, Hongkong, 30th March, 1899. [443a]

Intimation.

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SEVENTEENTH ANNUAL PRIZE MEETING.

TO BE HELD AT KOWLOON.

TO-MORROW, SATURDAY, and MONDAY, March 31st, April 1st, and 2nd, 1899.

Under the distinguished patronage of H.E. SIR HENRY BLAKE, G.C.M.G., and

H.E. Major-General GASCOIGNE, C.M.C.

1.—Queen's 1st Stage.—Distance 200 yds. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes value 50 per cent. of Entries with \$5 added. Position—Standing or Kneeling. Martini Henry Rifles allowed 2 points.

2.—Martini-Henry Carbine Competition.—Distance 200 yards. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added.

3.—Ladies' Nomination.—Open to Lady Members or their Nominations. Distance 300 yards. No of Shots—Seven. No Entrance fee. Prizes presented.

4.—Martini-Henry Carbine Competition.—400 yards. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes value 50 per cent. of Entries with \$5 added. Martini-Henry Rifles allowed 2 points.

5.—Queen's 1st Stage.—Distance, 500 yards. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added. Martini-Henry Rifles allowed 2 points.

6.—Queen's 2nd Stage.—Distance 500 yards. Members only. No of Shots—Ten. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added. Martini-Henry Rifles allowed 3 points.

7.—Queen's 3rd Stage.—Distance 800 yards. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes value 50 per cent. of the entries with \$5 added. Martini-Henry Rifles allowed 4 points.

8.—Queen's 2nd Stage.—Distance 600 yards. Members only. No of Shots—Fifteen. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added. Martini-Henry Rifles allowed 7 points.

9.—Queen's 3rd Stage.—Distance 800 yards. Members only. No of Shots—Ten. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added. Martini-Henry Rifles allowed 9 points.

10.—Queen's 3rd Stage.—Distance 800 yards. Members only. No of Shots—Ten. Entrance 50 cents. Three prizes value 50 per cent. of the Entries with \$5 added. Martini-Henry Rifles allowed 10 points.

11.—Martini-Henry Carbine Competition.—Distance 500 yards. Members only. No of Shots—Seven. Entrance 50 cents. Three prizes, value 50 per cent. of the Entries, with \$5 added.

12.—Carbine Aggregate.—For Competitors whose respective scores in Events Nos. 4, 6, 8, 10, and 11 make up the highest aggregate. Entrance \$1. Prizes to be selected by winners in order of merit as laid down by Rule 12 in Ladies' Competition.

13.—Queen's Aggregate.—For Competitors whose respective scores in the Three Stages of the Queen's make up the highest aggregate. Entrance \$1. Prizes to be selected by winners in order of merit as laid down by Rule 12 in Ladies' Competition.

14.—All Comers.—Competitions for All Comers, Rifles or Carbine, will take place simultaneously with the foregoing events at the 200, 300, 400, 500, and 800 yards ranges. Number of shots—

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU C. Hillcoat	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 7th April, at 4 P.M.
KAWACHI MARU J. S. Thompson	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 8th April, at 4 P.M.
KANAGAWA MARU J. MacKenzie	HAMA, MARSEILLES, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, CLOMBO & PORT SAID	SUNDAY, 9th April, at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE AND YOKOHAMA	THURSDAY, 13th April, at 4 P.M.
SENDAI MARU C. Olsen	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHIAO, and NAGASAKI	THURSDAY, 13th April, at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, CLOMBO & PORT SAID	THURSDAY, 20th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th March, 1899.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Candle, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNOX'S

ANTIPYRINE

Dr. OVERLACH'S

MIGRAININE

In Powder and Tablets, also in Drops of 5 grains, easily soluble in Water.

FEBRILE, RHEUMATIC AND NEURALGIC AFFECTIONS.

NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-FLAVOR PREPARATION.

Used in Confectionery, also in 2 percent solutions possesses similar bacterioid action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

EYE-SIGHT.

NOTICE.

MR. N. LAZARUS

OCULIST-OPTICIAN.

MAY BE CONSULTED FOR

SPECTACLES

ONLY UNTIL SATURDAY, APRIL 1ST.

MR. LAZARUS supplies his Spectacles only after TESTING the sight.

FLETCHER'S Pharmacy.

(OPPOSITE THE HONGKONG HOTEL.)

Hongkong, 29th March, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEXES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1899.

CHS. J. GAUPP & CO.

CHRONOMETER-WATCHES, AND CLOCK

MAKERS JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition; and for Volkmann and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central.

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

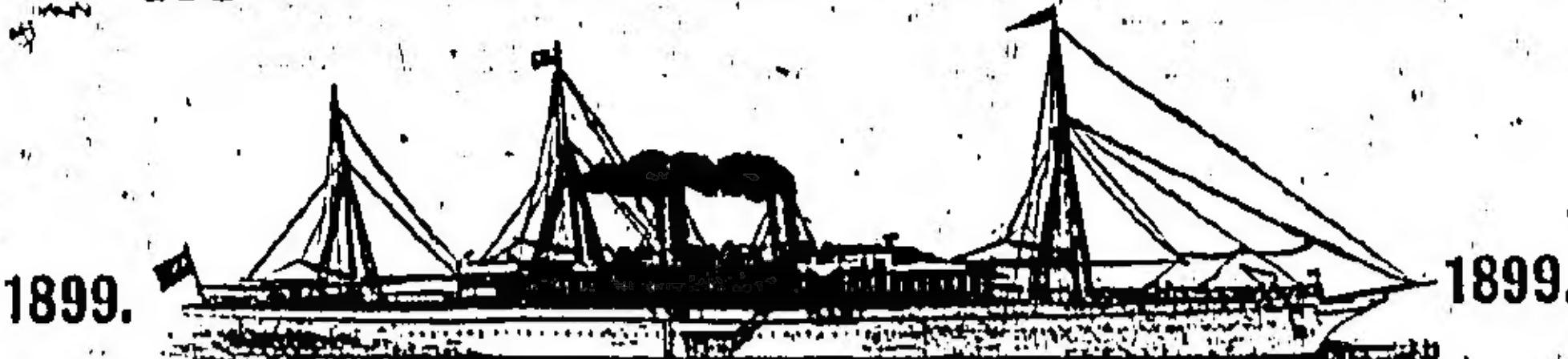
Sole Agents for China,

LUTGENS, EINSTMAN & Co.

Hongkong, 11th September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA... Comdr. R. Archibald, R.N.R... WEDNESDAY, 5th April, 1899.

EMPRESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R... WEDNESDAY, 17th May, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

11, E. BROADWAY, General Agent, Paddy's Street, Hongkong, 16th March, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th April, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 30th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 11th March, 1899.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines,

Osaka Coal Mines,

Tokyo Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Imperial Government Paper Mills, Japan,

Gonon Cleaning and Wkg. Co., Shanghai,

Onoda Cement Company, Japan,

Kanebuchi Cotton Spinning Mill, Japan,

The Miike Cotton Spinning Mill, Limited,

Tokyo Cotton Spinning Mill, Japan,

Hayashi Clock Factory,

Hongkong, 11th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,337 J. Truebridge... April 1.

Victoria... 1,350 J. Panton... April 13.

Tacoma... 1,281 A. Olson... May 13.

Glasgow... 3,750 J. McGillevray... May 30.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 1,296 N. Moncur... April 1.

Monmouthshire... 1,284 W.A. Evans... May 6.

Lennox... 1,367 Williamson... June 3.

Columbia... 1,296 N. Moncur... July 8.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EVANSTON may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents, Hongkong, 22nd March, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th March, 1899.

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET,"

Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 16th March, 1899.

NORDDEUTSCHER LLOYD.

(Freight Service.)

Mails.

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)



(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG... v. Binzer	AMSTERDAM, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 15th April. Freight.
*DABELBERG...	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 25th April. Freight and Passage.
SERBIA... Ostermann	HAVRE, HAMBURG/BREMEN (LONDON with transshipment in HAMBURG)	About 30th April. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

981 CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire... 2,389 about April 20

Cathlamet... 1,002 about May 20

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on or about the 20th April, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

RUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 28th March, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Aztec (via Moji, Kobe) Tuesday, 4th April, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Noon.

THE U. S. Mail Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, AND YOKOHAMA, on TUESDAY, the 4th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 21st March, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM: FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON